

ABSTRACT

A method of controlling ignition timing of an engine. In the control
5 method, final ignition timing for performing ignition is calculated by adding
a variation component to a set ignition timing. According to the final
ignition timing, an indicated average effective pressure of an in-cylinder
pressure detected when ignition is performed is calculated. An ignition
timing characteristic curve indicating the correlation between the indicated
10 average effective pressure and the variation component is estimated and
optimal ignition timing is calculated from the characteristic curve.
Feedback control for converging the set ignition timing to the optimal
ignition timing is then performed. Consequently, the ignition timing is
controlled to an optimal ignition timing corresponding to a current
15 operational state of the engine.